Porsche Club of America, Golden Gate Region

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In this issue

Time Trial #1
911 Sunroof Rattle
Momentary Laps
Pick it Up! (Adopt-a-Highway)

May 2003
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The Nugget

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Cover: Porsche GT3 brakes. The calipers are Brembo 4 piston aluminum monobloc which are clamping on a set of racing pads. The rotors are Brembo, 330mm in diameter and 34mm thick, internally ventilated and perforated.

Photo by Jim Bauman

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May 2003
Volume 43, Number 5

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Wow! That is how I can best describe my reaction to the new Porsche Cayenne. It is much better looking than revealed by the pictures. And, it is full of all kinds of technological wonders.

While Porsche is late to the party, it is very obvious that they took the time to make everything right.

On March 15th, Jean and I went to Rector Porsche for a static introduction. The next weekend, we went to Carlsen Porsche for another introduction and an offered drive. As my neck is still not fully healed, I opted not to drive but to just ride. Mike Hobgood of Carlsen Porsche said he wanted to show that the Cayenne S is a “real” Porsche and took the tight freeway onramp at a speed much higher than I expected or thought prudent.

The Cayenne S, with the stock wheels and suspension, just tracked through the corner without any struggle or leaning. There was no sense of top heaviness, tipping, or loss of control. It was astonishing how the 5,000-pound Cayenne just tracked through that turn like any other Porsche! We just accelerated into and through the onramp and very quickly merged onto the freeway. The acceleration of the 340-hp Cayenne S was enough to push us back into the seats and that was with five adults on board.

To say I am impressed is an understatement! Now for the bad news – all those technological wonders and German engineering cost. A Cayenne S with the optional air suspension and other “necessary” goodies could result in a price over $65,000. I told Jean that I could get an almost new 911 for that price. She said, “So what, I like the Cayenne! Besides, a 911 can’t carry five people and all their gear in comfort.” Now, all I have to do is to win the California Lotto!

It is time to start looking for candidates for the positions of President, Secretary, and Treasurer on the 2004 GGR Board of Directors. GGR needs volunteers willing to make this two-year commitment to GGR. The remaining members of the GGR Board of Directors -- Vice President, Membership, Competition, and Social Directors -- elected last year have one more year remaining in their terms. If you are interested in helping GGR move into the future, please contact any Board member for additional information.

And, speaking of the Board, the monthly Board meetings for the rest of 2003 will be held at my house in Foster City. The room at The Carvery by Harry’s Hofbrau in Foster City proved to be too noisy for productive meetings. All members are welcome at these monthly meetings.

Finally, Jean and I attended the dinner after the April PCA Executive Council Meeting held in San Francisco. It was a great opportunity to meet and talk to these officers and staff. If the opportunity arises again, I encourage everybody to attend. PCA plans a membership survey later this summer. If you are one of the lucky individuals asked to complete the survey, please respond!
Here’s a thought. Are you one of the many GGR members who love your Porsche but don’t like the competition and speed of an autocross or time trial?

Well, spring has sprung, and along with the fine weather, GGR has a couple of events made for YOU! We call them Tours. Essentially, it’s a large group of people with Porsches who gather one morning, and go on a nice, long, somewhat leisurely drive through the countryside, with some specific destination and activity in mind. If you check our expanded GGR calendar this month on page 8, you’ll see that GGR has two fabulous spring tours planned. The first is the Agricultural Tour on May 24th, where longtime GGR member Rob Neidel takes you through some of Napa valley’s finest vineyards (see page 18).

Then, on June 1, we have a terrific drive planned for Monterey Bay Aquarium Tour that ends with a fabulous meal at the automotive-themed Baja Cantina. See page 13 for more information.

On both tours you’ll meet new (and maybe old) friends, and have a great time! And, rumor has it that GGR is bringing back the Yosemite Tour in early 2004!

In James Ohl’s column this month, he talks about his escapades in the Cayenne S. Well, following our Carrera GT misadventures, Co-editor Tom and I actually had our turn at the wheel of the Cayenne Turbo - thanks to Mike at Carlsen Porsche. I agree with James - wow! The biggest challenge I’d have if I owned the Turbo is keeping the number of tickets to a reasonable number.....

It was a dark and stormy night, and two comrades were driving down I-5. Over a crackly radio, one comrade said to the other “The engine has quit.”

Thus went the start to my Time Trial weekend. The car stopped summarily, 10 miles north of Lost Hills. Which for anyone who doesn’t already know, is not in the middle of nowhere, it’s actually down the street from the middle of nowhere. Jim Bauman and I quickly diagnosed a failed fuel pump. Without going into the details of getting a tow from AAA in a location like this, I was lucky that the tow driver was an ex-racer. He didn’t charge me for the extra mileage.

The next morning at Buttonwillow Raceway we borrowed Dean and Laura Thomas’ SUV and trailer (thanks!), got the car to the track where Sergio Meza (thanks again!) offered his spare fuel pump, and we were eventually able to get going and participate in the event. The bottom line is: when you are with Porsche people you are never stranded.

Which brings up a business trip to Ottawa a month or so ago. Usually being in another country on such a trip is rather boring. But I was able to meet an old friend, Paul Racine, a member of Rennsport Region, and attend one of their regular meetings. We talked about the Nuggets I brought along, and discussed the fine points of publishing a club newsletter. After the meeting I had a great time with the gang at a local bar where we all drank beer (naturally) and watched—a hockey game. You’re never alone if you can find some Porschephiles, eh?

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The Zone 7 Autocross School is almost here!!

The Golden Gate Region of the Porsche Club of America is hosting the 2003 Zone 7 Autocross School. This year the school returns to 3Com Park on May 17-18, 2003.

Some of Zone 7’s best autocrossers will be out there instructing, and the school is limited to 90 students, so register soon!

If you’ve ever wanted to experience your Porsche’s limits in a safe and fun environment, now is the time!

Time is running out! By the time this issue is delivered, chances are the school is full. Your best bet for late admission is to contact Ed Shih at:

eshih@pacbell.net

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It is getting to be the time when all of our AX and TT participants need to begin thinking about and formulating ideas and changes for our current rules. David Leong's Adhoc rules committee has decided on a points based system and is getting to the point of hammering out the available base model equipment and possible modifications for all of the various models of Porsches. This process will take some time.

Please remain aware that David's committee has no direct control of what next years rules will be. This is just a group of club members that are going to make a single sweeping rules proposal. Don't rely on the fact that their proposals will be accepted for next year. If you have a rule you would like modified or changed, make sure to send it to me stating the section of the rule book and how you would like to see it changed. All rules proposals will be listed on the GGR website and hopefully listed in the Nugget. Later in the year will be having at least one open rules committee meeting to allow all concerned participants the chance to air their feelings about all of the rules change proposals including one from David's committee if they get it all completed in time.

On another note, both of our first two time trials had good weather on Saturday and then various weather problems on Sunday. Unfortunately this means that we are onto our third event with no times in the record books. Laguna Seca will be coming up on May 3-4 and hopefully the weather gods will be smiling on us for both Saturday and Sunday. If you have never been to a GGR timetrial this would be a great opportunity to see a world famous track and some fast Porsches. We have a very eclectic collection of cars on the track this year. From 356s to 996 Twin Turbos, to GT3 cup cars, and everything in between. Come out and join us on Saturday or Sunday and see what all the fuss is about.

Also coming up is the world famous Zone 7 Auto-X school hosted by GGR. The dates are May 17 & 18 at Candlestick. At this event you will find some of the best autocross drivers in the U.S. performing their duties as instructors. You will find no better instruction anywhere...period!! There are still some spots available for students so you might want to give it a try. The only thing that will happen to your Porsche is that you will use some rubber and you will gain a new perspective on it's handling characteristics. Ed Shih is chairing the event and would love to have the school at full capacity. Porsches were made for driving...do it!
### GGR Event Calendar

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<th>When</th>
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<th>Who</th>
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<td><strong>May</strong></td>
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<tr>
<td>16</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery, 1297 Chess Dr. Foster City</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<tr>
<td>17-18</td>
<td>Zone 7 Autocross School</td>
<td>3Com Park</td>
<td>Ed Shih</td>
<td>650.595.8795</td>
<td><a href="mailto:esshih@pacbell.net">esshih@pacbell.net</a></td>
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<tr>
<td>18</td>
<td>Zone 7 Concours #1 (SQR)</td>
<td>Cal State Fresno, Fresno, CA</td>
<td>Shelly Morgan</td>
<td>559.436.6367</td>
<td><a href="mailto:shelly567@aol.com">shelly567@aol.com</a></td>
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<tr>
<td>24</td>
<td>Agricultural Inspection Tour</td>
<td>See Page 16 of this issue!</td>
<td>Rob Neidel</td>
<td>415.464.0252</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
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<tr>
<td>25</td>
<td>LPR Autocross</td>
<td>Marina Airport</td>
<td>Cathy Carlson</td>
<td>831.728.3190</td>
<td><a href="mailto:3cacres@redshift.com">3cacres@redshift.com</a></td>
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<td>May 30-June 1</td>
<td>Porsche Corral at the Wine Country Classic Vintage Car Races</td>
<td>Infineon Raceway at Sears Point</td>
<td>David Bunch</td>
<td>415.717.4117</td>
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<td>31</td>
<td>GGR Autocross # 3</td>
<td>Golden Gate Fields</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.org">david@dleong.org</a></td>
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<td><strong>June</strong></td>
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<td>1</td>
<td>Zone 7 Concours #2 (LPR) and Swap Meet</td>
<td>Parts Heaven, 23694 Bernhardt St., Hayward, CA</td>
<td>Jim Handy</td>
<td>408.867.0722</td>
<td><a href="mailto:jhandy7@att.net">jhandy7@att.net</a></td>
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<td>1</td>
<td>Monterey Bay Aquarium Tour &amp; Dinner</td>
<td>See page 13 of this issue!</td>
<td>Shirley Neidel</td>
<td>408.225.8103</td>
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<tr>
<td>5</td>
<td>Board Meeting</td>
<td>The Ohl Residence Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
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<tr>
<td>7</td>
<td>GGR Adopt-a-Highway</td>
<td>Highway 280/Woodside Road</td>
<td>Jean Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
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<td>8</td>
<td>Zone 7 Concours #3 (SVR)</td>
<td>Shriners, Sacramento</td>
<td>Kent Brandon</td>
<td>916.652.4406</td>
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<td>14-15</td>
<td>Zone 7 Autocrosses #3 and #4</td>
<td>Stead Airport Reno, Nevada</td>
<td>Bill Thorp</td>
<td>707.693.0116</td>
<td>775.448.6177</td>
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<tr>
<td>14</td>
<td>New Member Social &amp; Tour</td>
<td>To be announced...</td>
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<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>20</td>
<td>Friday Night Social, 6-9pm</td>
<td>To be announced...</td>
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<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>29</td>
<td>Zone 7 Concours #4 (SVR)</td>
<td>Modesto, CA</td>
<td>Norm Swanberg</td>
<td>209.333.2426</td>
<td><a href="mailto:swan@inreach.com">swan@inreach.com</a></td>
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<td>31</td>
<td>GGR Autocross # 3</td>
<td>Golden Gate Fields</td>
<td>David Leong</td>
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<td><a href="mailto:david@dleong.org">david@dleong.org</a></td>
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<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
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<td>12</td>
<td>GGR Autocross # 4</td>
<td>To be announced...</td>
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<td>925.362.2431</td>
<td><a href="mailto:david@dleong.org">david@dleong.org</a></td>
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<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>19</td>
<td>GGR Charity Golf Tournament</td>
<td>Spring Valley Golf Course, Milpitas, CA</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td>25-27</td>
<td>PCA hospitality at the American LeMans Series Race</td>
<td>Infineon Raceway at Sears Point</td>
<td>David Bunch</td>
<td>415.717.4117</td>
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<td>26</td>
<td>Zone Drivers Education/High Speed Driving School</td>
<td>Thunderhill Raceway, Willows, CA</td>
<td>Masuo Robinson</td>
<td>408.399.5228</td>
<td><a href="mailto:masuo@ix.netcom.com">masuo@ix.netcom.com</a></td>
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925.299.1596
david@dleong.org

Goodie Store, Bob Peterson
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408.528.9284
bps944@aol.com

The Nugget
Imagine, two Time Trials without any timed runs! TT#1 at Thunderhill suffered from a few showers on Sunday, and dead transponders. Time Trial #2, held at Buttonwillow Raceway on April 12-13, had the transponders ready to go, but was rained out just as the mid day driver’s meeting started!

While most people were hunched over a desk under a 40-watt light bulb doing taxes, 129 drivers took a chance on a dismal weather forecast, and trucked on down to Buttonwillow. That’s about 10 miles south of Lost Hills, just off Interstate 5, in the middle of nowhere.

The new driver parade lap featured a wheel falling off a student’s car - you really need to tighten lug nuts beyond finger tight! One of GGR’s newest Time Trial instructors, Dean Thomas, was a busy guy – he had students all weekend, provided towing service for Tom Pickett’s broken down car, and was also making training videos. And, just to add to the excitement, while giving a “Taste of the Track” ride, his passenger really did taste the track - in the form of a 4-wheels-off nuclear dust explosion (along with 5 other drivers) when a 914 oiled turn 4.

Regular Li drivers Brian Kirkus and Dave Stomp were managing blistering lap times even on their cool down laps and in the wet. As always, the most entertaining cars to watch must have been the 904 Carrera GTS owned by Richard Park, and the 1959 356 owned by Don Tevini - they made the weekend seem somewhat historic. Said 904 at one point had its entire exhaust system rapidly disembark from the vehicle and skid across the track - the result was a machine who’s audible output would give a Laguna sound steward nightmares.

Now - to the weather. Like TT#1 at Thunderhill, the weatherman was a pessimist. But, Friday was dry, and fast. Saturday was nice too, but for some unknown reason, the track got slower in the afternoon... or was it the drivers getting slower? Maybe it was the
wind and the dust squalls that moved in. A few awesome mini-twisters moved across the track and through the paddock area. One particularly mischievous dust devil tossed an EZ-up into the air and up onto a tow vehicle.

Saturday night was supposed to feature what would have been remembered as the social event of the season - the catered poolside dinner at a local Motel 6. But, because of the high winds and rain, the dinner was moved to the Willow Ranch.

After an overnight rain, Sunday morning’s track started off damp. Scattered showers off and on throughout the morning didn’t help. With the early groups drying the track, several drivers were able to turn their fastest laps of the weekend in the later sessions, even though there was still water offline and the track was cold. Then the steady rain hit, just before the official timed laps, naturally! So, most people opted for an early start home so the track closed due to lack of drivers. On a positive note, many drivers are really starting to enjoy the wet sessions. It’s a great opportunity to study the track and find some subtle adjustments that may have great benefit. A half a car length here, and a few degrees of yaw there, really affect when you could get on the gas, and that can add up to seconds!

At press time, TT#3 (Laguna Seca) is still a few weeks away. Will the third time be the charm?
Does Your 911 Sunroof Rattle?

By Steve Grosekemper
San Diego Region

You are driving along enjoying a perfect sunny California day in your 911. You decide to open the sunroof to take in the sights and sounds of the birds singing and the wind whipping by. You gently push the switch and listen as the sunroof rolls back. But, instead of the sounds of nature's symphony, you are overcome with the sound of marbles in a tin can.

Because the perfect drive on the perfect day is not compatible with this wretched noise, you reach up with your hand and push and tug on the sunroof. As you do this the tone and volume of the marbles change but they do not go away. Your thoughts now turn to those rotten neighborhood kids and how on earth they could have gotten all those marbles in your sunroof anyway!

Fortunately, the likelihood of your having to fish out a dozen marbles is fairly low. What has most likely happened is that the sunroof guide felt has deteriorated, resulting in an unwanted metal-to-metal contact. As the sunroof lowers and slides back into the roof, it lays down onto the sunroof rail. If the rail felt is missing (see the photo below) the metal tab lies onto the metal sunroof rail causing the aforementioned bag-o-marbles clatter.

One would think that the repair would be as easy as ordering a new felt and performing a quick installation. While that is a great idea, there is one catch. In order to get the felt you must purchase a new sunroof!

I prefer to make a trip to the hardware store and pick up a few adhesive felt pad strips like the ones used under furniture legs and such. After your quick trip to the hardware store, follow these steps to eliminate the noise.

1. Open the roof about 2 inches.
2. Gently pull down on the leading edge of the sunroof headliner and separate it from the sunroof.
3. Slide the headliner back all the way and locate the missing felt pads towards the rear of the sunroof.
4. Flatten the existing tabs and attach an adhesive pad in its place.
5. Re-install the sunroof headliner and drive the car to verify that all rattles are gone.

Good Luck!
The Golden Gate Region PCA

Monterey Bay Aquarium Tour!!
June 1, 2003

The tour starts at 8:00 AM in South San Jose at Bernal Plaza near the McDonalds. Take 101 or Hwy 85 South, take Bernal exit, turn right and we’ll be on the right about a mile down. After a fun drive, we’ll visit the aquarium in the morning, and have a late lunch or early dinner at the automotive-themed Baja Cantina in Carmel Valley.

*** Reservations and payment in advance are required by May 20th! ***
The cost is $35.00 per person, and includes the aquarium and dinner!
Contact Shirley Neidel, 5880 Lean Way, San Jose, CA 95123

Want more aquarium info?
Go to www.mbayaq.org
CALL TO ORDER
The meeting was called to order at 7:15 p.m. on April 3, 2003, at residence of the President.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Chet Bottone, Dan Thompson, Ken Park, Howard Yao, Nugget Editors Jim Bauman & Tom Pickett and Webmeister Susan Angebranndt. Also present was Alfred Abken, David Leong, Jean Ohl, Henry Watts, Chris Murray.

A. APPROVAL OF MINUTES

The Minutes from the Board of Directors Meeting of March 2003 were unanimously approved as amended.

B. POSTMORTEM OF EVENTS

2. High Speed Driver School - Friday, well attended, total 62 drivers.
3. Time Trial, Thunderhill - well attended, total entries 166, 25 drivers did not show. Sunday Time Trial was cancelled due to malfunction of the transponders for timed runs. Remaining drivers were given access to practice session for the rest of the day.
4. Friday night social - well attended.
5. Autocross, March 29 - well attended, total 119 drivers, 8 runs apiece plus fun runs.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Approval given for Nugget advertisers to have live link to their web site, if desired.
2. Wine Country Classic, June 1 at Infineon Raceway, all classic cars.
3. Received Zone 7 quarterly report from Zone 7 representative.
4. Received insurance from PCA, fees have increased, as well as a new waiver form; all online now.
5. Received PCA forms for submission of family, enthusiast of the year, scrapbook rules, etc. for submission at Parade.
6. Submitted Club Racing article on roll bars for review by members.
7. Last year results for Time Trial are printed and submitted.
8. Discussion ensued regarding certificates for Time Trial instructors vis-à-vis redemption of same.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: Venue for 5-31 autocross will now be Golden Gate Fields.
2. Received new insurance, will be ordering tomorrow.

TREASURER, Ken Park
1. Submitted report.
2. Treasurer’s report approved unanimously.

MEMBERSHIP, Chet Bottone
1. No report, cannot access PCA account. There were 38 new members this month; transfers in 2; transfers out 7.
2. Will table approval for this month’s members until next meeting.
3. Last month’s report submitted and approved unanimously.

COMPETITION, Dan Thompson
1. Received budget from for October 10 rallye, Zone Rallye #6, approved unanimously.
2. Discussion ensued regarding new handbook for drivers, includes Time Trialing information, track maps, etc., is at the printers. Copies will be available for dissemination at Buttonwillow or Laguna Seca, as well as online.
3. Rule books will be printed up to give out at Time Trial and autocrosses.

SECRETARY, Louise Sousoures
1. Submitted letter from Children’s Hospital in Oakland thanking us for our donation.

SOCIAL, Howard Yao
1. Nothing to report.
The Nugget

NUGGET EDITORS
Jim Bauman & Tom Pickett
1. Nothing to report.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. Red book corrections; submit to Secretary when found.

E. NEW BUSINESS
1. Nominating committee for next year’s Board of Directors: Membership Director will chair committee.
2. Yosemite tour, March, 2004: Alfred Abken submitted a revised budget for same. Discussion ensued regarding details for room prices, advertising, etc. Motion made and seconded to approve budget for Yosemite tour, approved unanimously. Alfred will be chairman of this event.
3. Discussion ensued regarding the rebate program for the Time Trial series. For Buttonwillow Time Trial, Competition Director and Membership Director will work with Time Trial Registrar to facilitate first dissemination of rebates to participants.
4. Sponsorship List: Social Director submitted list of sponsors per event, which was summarized for board members.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 9:25 PM. The next Board of Directors meeting will be held May 1, 2003 at 7:00 p.m. at the residence of the President, Foster City, Calif. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,
Louise Sousoures
GGR Secretary, 2003
Picking it Up!

A Brief History of GGR’s Adopt-A-Highway Program, by James Ohl

GGR’s involvement with the Caltrans Adopt-A-Highway Program began in the early 1990’s under Judy & Terry Zaccone. Beautification of Hwy 280 near Stanford University via litter pick-up sounded like a good idea. GGR initially cleaned both sides of Highway 280 from Woodside Road to San Hill Boulevard. After initial training and issuance of equipment, we were off and cleaning.

After a couple of years, the Adopt-A-Highway program proved so popular that Caltrans asked us to give up part of our assigned freeway. Wisely, we gave up northbound Hwy 280 as that was the dirtier side of the freeway. Plus, we were tired of having to avoid the errant balls from the nearby golf course.

In the mid-1990s, Jean Ohl became the “Chief Picker.” Several people have been part of this effort over time but Shirley & Karen Neidel, Bill Benz, Olen Creech, and Alfred Abken have been the consistent volunteers.

On the scheduled date, the crew meets at 9:00 am, gears up, discusses safety, and starts cleaning the freeway. We are usually done by noon. Jean always brings water & soda for the thirsty pickers. We can’t work on three-day weekends or when it is raining. On a typical weekend, we fill about 20 bags of trash that Caltrans picks up later.

Interesting finds have been wallets & purses, underwear, pornography and many, many tires. We almost always find money, small bills and change, but Jean once found a $20 bill. She bought beer for the Adopt-A-Highway regulars at that evening’s Cinco de Mayo dinner. It is hard to image how many fast food bags, wrappers, cups, and napkins end up on the side of the freeway. We also find lots of golf balls -- I wonder how many windshields have been broken by golf balls bouncing across the freeway. When Chelsea was at Stanford, we even saw the Presidential motorcade zooming up and down the freeway.

One answer still eludes me. The people who honk and wave at us -- do they think we are performing a community service sentence or do they realize we are Adopt-A-Highway volunteers. Please come out and help us -- volunteers are good guys; we wear white hats!

Editor’s Note: The next Adopt-a-Highway event is on Saturday, June 7th. See Page 20 for more info!
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This offer is not for public use. Offer valid only for persons mentioned above.

This offer is available only in the following states:
3rd Annual Agricultural Inspection Tour!!!

Please join us on Saturday May 24th for the Third Annual Agricultural Inspection Tour Hosted by Rob Neidel and Mary Matthews.

We will meet at 10am and leave at 10:30 from the Strawberry Village parking lot in Mill Valley (next to Sonnen Porsche at 900 Redwood Highway).

This year’s tour will be a Multi-Region event with our friends in Redwood Region. We’ll be venturing up to the Dry Creek area, which offers us new agriculture to inspect! Things to bring:

- Picnic Lunch
- Full tank of gas
- FRS radio
- Sense of humor!

RSVP to Rob and Mary at 415 464-0252 or rob@neideldesign.com.

We hope to see you there!

The Nugget Digital Photo Contest!!

That’s right - the Nugget is having a digital photo contest! No prizes, just recognition, admiration, envy of all your friends, and publication in the Nugget for the best. And maybe, just maybe your favorite photo will make it to the cover!! Details will appear in next month’s Nugget..... Happy Shooting!!
Over 120 drivers showed up this beautiful and warmest day of the year, March 29th, for the 2nd round of the GGR 2003 Strasse Autocross Series.

Drivers were faced with a long course, designed by Jim “Oh no, my Kumhos are corded” Bauman, with a couple of right/left combo turns, a 5 cone slalom and a deceptive sweeper that could be treated either as a long sweeper or a hard right turn followed by a long straightaway. There were a couple places where compromising the first turn in a combo led to fast times, while coming in hot or early apexing punished the driver.

One of the switchbacks was at the top of a rise, similar to turn 2 at Sears Point. I know what you’re thinking, but yes, even though it is just a parking lot, there are actual elevation changes at Candlestick!

914’s ruled the day, claiming the top 5 spots, with John Seidell squeezing out his fastest run by almost a full second on his last run of the day to snatch top honors from EJ Fontaine who has just laid down his fastest run of the day. Behind John and EJ were Demick Boyden, Bill Pickering and Andrew Blyholder. An interesting thing to note is that even though there were six ‘71-74 914’s in the top ten, they represented 6 different classes! (Fm, Y, Bi, Gm, X and FmL) Among them was also the fastest woman of the day by a sizeable margin, Susan Fontaine.

John Jefferies drove a rear engine car the quickest, bringing Silver through the lights in sixth place overall.

David Leong has brought a new sense of urgency to the execution of these events, and everyone has benefited by getting eight timed runs plus plenty of time for fun runs at the end of the day for those with rubber left to burn. Everyone except those poor, haggard souls who have to work in the timing trailer, that is. You can recognize them by the sweat pouring off their foreheads; their trembling hands and the distant look in their eyes. It’s tough in the trailer!! Sending a car out every 20 seconds demands that the team in the trailer run like a well-oiled machine. After years of autocrossing, I finally ventured into the timing trailer to take my turn at writing times on the timing cards. Well, let me tell you, the SLIGHTEST anomaly can throw a giant wrench into the works. If you’ve ever been frustrated by the seemingly long pauses while the timing trailer “gets things sorted out”, I invite you to take YOUR turn in the timing trailer and see what it’s all about.

The good news is each person can help make things run smoothly by doing two simple things: One, fill out your timing card completely and legibly. Two, mark your car numbers VERY CLEARLY on both sides of your car. It is especially important for two-driver cars to get the right number on the car for the person who is driving on each run.

A couple of very cool cars showed up, including a new GT2, a 550 Spyder (was that a replica?) and a ‘59 356.

Thanks again to our sponsors: Strasse and Windrush, maker of the Wevo line of products.
Report for May

New members 21
Transfers In 7
Transfers Out 6
Total Membership 1808

New members
Terry & Micki Eaton Pleasant Hil 1973 911
Carlos B & Arianne Ragudo San Jose 1998 Boxster 98
Ambrose F Manikowski Cupertino 1959 356 A Cab
Donald J Fontenot South San Francisco 1987 911 Cab
Samuel F Fleischer Belmont 1973 914
Frank E Kuhlmann Los Altos 1995 993 Cab
Patrick J Cornwall & Sue Flood Redwood Shores 2003 Boxster
Grant M Keyser & Sheila Siegel Santa Cruz 1974 914
Edward E Holley San Jose 1979 930
Max Artusy Saratoga 1978 911 Targa
Russ Houck & Laurie Bush San Lorenzo 2001 Boxster
Lance & Wendy J Glasser Saratoga 2003 911 Carrera
Rodney & Samia Clark Monte Sereno 1983 911 SC
David W Morsa San Francisco 1983 911 SC
Saralynn Nusbaum & Don Melcher Oakland 1969 Targa
Mike & Karin Berry Belmont 1997 911
Frederick D Baker San Francisco 2001 911 Carrera
Guy P De Lacrose San Francisco 1953 356 A
Doug K & Greg Walker South San Francisco 1974 Carrera
Kenneth J Lockwood South San Francisco 1986 928-S
Rick Schott & Shelly Berg San Ramon 2003 911

Transfers In
Thomas C & Linda J Foster Jackson 1958 356
Gilbert H Kliman Portola Valley 1973 911T
Jonathan & Jonathan Schneiderman San Francisco 1986 944 Turbo
Gabriel Chung-fu Yin & Mark Yin San Francisco 1997 911
Michael Steinberg Saratoga 1967 912
Chris C & Kim Fullerton Mountain View 1986 928
Bora A & Noelle Akyol Gilroy 1980 928

Anniversaries
Clark & Barb Anderson San Jose 35 Years
Loren J & Sue J Cook Morgan Hill 25 Years
Byron J & Susan J Richards Menlo Park 25 Years
David E Evans San Jose 10 Years
Christopher A & Karen Johnson Soquel 10 Years
John K & Janice M Kestler Castro Valley 10 Years

Attention New Members!
See the GGR calendar on Page 6 for a list of club events including the New Member Social, and the “Agricultural” and Monterey Bay Aquarium Tours!

Help Clean Up!
GGR Adopt-a-Highway
Lots of fun!

When: June 7, 2003
9:00 AM

Where: Meet in the parking lot at Highway 280 and Woodside Rd.

Please call Jean Ohl
650.341.9020

Have You Ever Wondered What It’s Like to Drive on A Race Track at Speed? Here’s your chance!

ZONE 7 DRIVER’S EDUCATION EVENT
JULY 26, 2003 AT THUNDERHILL PARK
For more information and to sign up please visit: www.pca.org/zone7/docs/webflyer02-23-03.htm
GGR Marketplatz...

Classifieds - Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only. Ads will run as space permits. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html

Porsches For Sale

1974 914-6 Conversion set up for AX/Time Trial. 2.7 liter/Aluminum case motor. CA Smog legal. Tons of spares incl 2nd engine. $12,500 Contact Jim Housman at jjhman@sonic.net or 707.823.7564.


1982 911SC 1989 w/3.2, Leather power seats, alarm, Alpine CD, new front Boxster brakes, Turbo Tail, Adjustable Konis, Turbo Sway Bar, Weltmeister Front Strut Bar, BBS gold center wheels. $11,900 obo Contact Jeff Kinder at Jeff.Kinder@oes.ca.gov or (530) 676-7994.

1976 914 2.0 Silver/black straight, NO-RUST car, very good shape. Starts, runs shifts nicely. Stock except for exhaust system and Blaupunkt. Interior very nice. $6,250 Contact George at gesol1@prodigy.net or 510.428.2910.


1978 Targa SC Garaged, 30Kmiles, black, cosmetic condition excellent, has not moved in 18 years. Engine condition unknown. Alarm, chain tensioner mod, needs a good mechanic. Contact Max Artusy at maxa@ix.net.com or 408.867.5461.


2000 Boxster Speed yellow/black, many concours wins including 2002 Parade, Tiptronic, cruise, sports package, Pseats, traction, 17 ” wheels, color crests, cruise, sound package, cassette/CD changer, must sell—911 is here. Contact Tom Sisson at targatom@goldrush.com or 209.296.5352 10AM-6PM.

1972 911. Sell or part. Chassis stripped to bare. 3.0 liter motor w/PMO’s, perfect 915 w/short shift. “S” calipers, Autopower 6 point, 7x8” x 15”Fuchs, Turbo tail. All parts boxed/tagged. MORE!!! 650.964.1004, lk962@earthlink.net

1968 912 30k miles on engine rebuild, fuchs alloys, good tires, body straight, rust free, paint and interior ok. $3500.00 or best offer. Contact Ron Kain at ronkain@pacbell.net or 916.761.2707.

1969 911E Targa Red, 2.0L w/ MFI, runs strong and tight. 109k orig. miles, new tranny and clutch, 6x16” Fuchs, no rust/accidents, updated interior, H4s, S-spoiler, and more - $8500 obo. See also http://www.funtigo.com/porsche?b=15291&p=start. Contact Erik Pavelka at erikpavelka@hotmail.com or 650.814.8020.

1974 911 Silver w/blue-black. Rebuilt 2.7 upgraded to “5” spice plus rebuilt transaxle. Lowered Koni sports shock & struts. Adjustable spring plates and rear sway bar. 16” SC wheels. Contact Kevin Molineaux at arc-auto@sbcglobal.net or 559.499.1041.

1987 944S (w/S2 motor) Red/black, rare full leather interior, very well maintained and in exceptional condition, numerous performance upgrades, competitive autocross car, motor-86k, body-120k. One of the nicest around. $12,700. Info and pictures at http://www.geocities.com/thanatos67/. Contact Harry Demas at harry.demas@sbcglobal.net or 650.776.4973.

1972 914-6 TT/Club Race car Full fiberglass body kit w/flying wing; 3.2 engine dynos at 284 HP 915 gearbox, Brim Tec brakes. $18,500 obo. Addl $1,500 for tandem open trailer w/box. Contact Rich McGlumphy at mupk962@earthlink.net or 925.854.4167.

1993 964 Red/Tan, 106K miles, CD, 17” 3.6 style turbo wheels, pwr seats, pwr sunroof, lightweight flywheel, Fabspeed chip and bypass, bra, car cover. Major service just performed. Contact Ralph at rligons@hotmail.com or 916.725.9828.

1999 996 Cabriolet triple black, 6-speed, AWD, unique C4 wheels, power seats, CD w/hi-fi package, stability management, windstop, cup holders, warranty, dealer maintained, all receipts, original owner, 23K miles, $71,500. Contact Carl Swirsding at Carlsw@prodigy.net or 650.949.1166.
1990 944 S2 Convertible Alpine white/blk, 67k, 5sp, Blpknat CD, refinished design 90 rims, new tires, new shocks, 3rd owner, timing belt, water pump and rollers, well maintained, divorce sale $15,000. Contact Kevin Carabell at 415.258.9971.

Parts & Miscellaneous

Black Leather Sport Seats from 1986 Carrera Passenger seat in good condition, driver’s seat needs a little work, but not bad. $650 obo. Call Jim for more details. 408.202.4174.

Complete 935 K2 body parts with 935 tail all new-offer, lots of race and street 911 parts. Contact Steve Young at sssyoung@pacbell.net or 408-202-0847

Fuchs 915 2.7 2.4 CIS (4) early deep 6x15 fuchs $650, (4) later 6x15 fuchs $600, 915 trans. 2.7/2.4 motors (in boxes), 73 CIS, best offers, Sacramento CA. No shipping on larger items. More info and pictures at http://members.accessbee.com/carrera/bfuchsx.jpg. Contact derek carrera@accessbee.com or 916.798.5573.

1970 Stock 2.2 Rebuilt Engine and Tranny, 6K mi, no sheet metal, runs perfectly, also 902 tranny, 1st gear is out, easy rebuild. Both for $3,000, you pick up Redding CA. More info and pictures at http://www.dochemp.com. Contact Doc Hemp at dochemp@c-zone.net or 530.547.5173.

Two 15x7 Fuchs Replica Wheels with center cap $40 ea. More info and pictures at http://targa911.home.attbi.com/Targa/DSC00170.JPG. Contact Osamu Takagiwa at osamu@takagiwa.net.

911 Weltmeister Harness Bar New in original box—never mounted. Fits 69-98 911. $130 obo plus shipping Contact Sergio Meza at sgameza@sbcglobal.net or 925.833.8545.

Boxster & Late 911 Racing Rims and Tires Four 17 inch turbo twist rims with four 255/40 & (2) 225/45 Kumhos in good condition $1000. Email me for Pictures Contact Joe Hoppa at joe@seqrconsulting.com or 408.265.8420.

Boxster Tower Braces and Adjustable Sway Bars EVO F/R shocktower braces: $350. Racers Group Adjustable droplink F/R Swaybars: $900. Email me, I’ll send pics. Contact Joe Hoppa at joe@seqrconsulting.com or 408.265.8420.

930 or 911 Parts Front and rear 930 torsion bars, 930 decklid and tail, 930 front-rear bumpers with valances and fog lamps, 930 exhaust, turbo, and muffler. Contact Keith at Yargk@pacbell.net or 408.799.9789.

1998 993 Wheels and Tires Set of 4 original 17” wheels and tires. Less than 5,000 miles. Great condition! $1,350. Contact William H. Cilker at whcilker@pacbell.net or 408.264.2534 x202.

’64 356 Gearbox core, complete with brakes, $2000. Contact Andrew Blyholder at andrew@argsf.com or 510.236.8531.

911 Parts: Valve Springs 1 set of new AASE Bros. valve springs, $350. 911 2.4 T heads, bead blasted, new guides, valve seats ground, $350. 911 Pistons and Cylinders 2.7 S: 90, 800 miles, $600. 911S crankshaft for 2.0 or 2.2, magnafluxed and ground, 10/10, cleaned and polished, $250. Contact andrew@argsf.com or 510.236.8531.

Wanted

1987-89 Turbo rear deck lid New or used. Excellent condition, any color. Rear spoiler not required. Contact Ronald Feinstein at rfeitstein@earthlink.net or 916-691-6958.


1996/97/98 C4S Looking for Arctic Silver w/ black interior, clean & well maintained, manual 6spd. “No sunroof” is a plus! Contact Knute Ream at knute@meer.net or 650.722.3368.

1997-98 993 C2S or C4S I’m looking for an Ocean/Iris blue C2S/C4S. Any interior. Can pay cash today. Contact Russ at russels@msn.com or 650.323.0944 ext.15.

Race Wheels Two 10x16 & two 12” x16 dia. 5" backspacing (or close), 3 piece. BBS, Jongbloed etc, in good shape. 5 lug pattern. Contact Ted Hammer at hammer@apple.com or 408.974.6509.

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Since 1995 we have been one of the leading independent professional race teams. Let us help you get to the top. You can prep, own, or transport your club race car for our races on or off the east coast. Drivers coaching, racing strategy, and car development services are available. Let one of The Racer's Group professional drivers or crew help you get where you want to be.

Let our results speak for themselves. Winning a grueling race like the ROLEX 24 or finishing with 2 cars in the top 10 doesn't happen by luck. It requires a lot of work with the proper equipment. The best drivers and crew are available to help you get the maximum performance out of your car. We offer the services you need at a price you can afford.

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